†[شری هاشم رضا اله آبادی

عابدی : جناب پالم ائرپورٹ هندوستان کی راجدهانی میں هے - اسکا نام بدل کر اندرا گاندهی ائر پورٹ کردیا گیا هے - صرف اسلئے که اندرا گاندهی همارے هندوستان کی اهم ترین شخصیت تهیں - میں مان نئے منتری جی سے جاننا چاهونگا که کیا انکی یادگار میں صرف نام هی قائم هوا هے یا اس بلڈنگ میں - ایروڈرم پر - ڈانکا کوئی اسٹیچو یا کوئی پکچر یا کوئی ایسی چیز لگائی جائیگی جس سے که هندوستان میں باهر سے آنے والے یه دیکھ سکیں که اس شخصیت کے نام پر یه ایروڈرم بنایا گیا هے - یا اسکا نام بدلا گیا هے -]

MR. CHAIRMAN: This supplementary does not relate to the main question.

श्री सरेन्द्रजीत सिंह अहलूवालिया : मैं माननीय मंत्री जी से यह जानना चाहता हूं कि इंडियन एयर लाइन्स एक युटिलिटी सर्विस के रूप में काम करती है या कमर्शियल सर्विस के रूप में काम करती है ? दोनों के माध्यम से मैं यह भी जानना चाहता हूं कि अभी मंत्री जी ने फैयर इंक्रीज के बारे में बताया कि इतने प्रतिशत लोग कम्पनी के थे, इतने प्रतिशत सरकार के होते हैं और इतने प्रतिशत इंडिविजुअल होते हैं और इन सब का इफेक्ट होता है, यह जो कम्पनी का पैसा होता है, इसका रंग क्या दूसरा होता है और इंडिविजुअल का पैसा जो होता है उसका रंग दूसरा होता है ? मैं समझता हूं कि अगर कम्पनी दवा बनाती है तो कास्ट आफ प्रोडक्ट्स के आधार पर कीमत बढ़ाती है तो कामन मैन को एयर फेयर भी देना पड़ता है और दवाई की कास्ट भी देनी पड़ती है। मैं जानना चाहता हूं कि इस बारे में आपके क्या विचार हैं ?

SHRI JAGDISH TYTLER: I for one have no colour blindness but I do not see the reason because I just gave information to the House.

DR. (SHRMATI) SAROJINI MAHISHI: The Government has decided to tax the domestic air traveller in the name of modernisation. It has decided to increase airfare for compensating the rise in the price of spare parts and other things. Sir, modernisation is a very vague and wide term. For modernisation, would they think of lengthening, strengthening, widening, shoulder-lighting and putting instrument landing system (ILS) at each and every airport? Would they try to increase the built-in area of the terminal building and provide residential accommodation to the workers which has not been done? What exactly do they want to achieve by increasing the air fare? Of course, the break-even load factor of different aircraft differs. Already they are making a profit, that is what they have reported. I would like to know, what exactly is the break-even load factor, at what point does the profit start for Viscount, Fokker, Airbus, 737 and 747 aircraft which are run by Air India?

MR. CHAIRMAN: The Minister will put the statement on the Table. Next Question.

Expansion of Indira Gandhi International Airport

*104. SHRI JERLIE E. TARIANG: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to further expand the Indira Gandhi International Airport in New Delhi; and

(b) if so, the details thereof and the difficulties being faced by Government in its expansion?

†[ ]Transliteration in Arabic script.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) The existing capacity of the Indira Gandhi International Airport is adequate to take care of the traffic requirement upto 1990-91. There are no immediate plans for further expansion of this airport. Projects for setting up new modules/terminals will be taken up in future as and when demanded by traffic growth.

(b) Does not arise in view of (a) above.

SHRI JERLIE E. TARIANG: I do not have any question.

MR. CHAIRMAN: Yes, Mr. Gupta. We are short of supplementaries. Some Members may raise their hands for supplementaries.

SHRI VISHWA BANDHU GUPTA: Sir, the hon. Minister has said that there are no immediate plans to modernise or expand the Indira Gandhi International Airport. Would he be so kind as to tell us whether it is modular or satellite, whatever it is which he is going to set up is there are plan for getting a loan from the World Bank or doing a big job in terms of making this modern, airport into a super modern airport so that facilities are there, the maintenance is better and the passengers get good service?

SHRI JAGDISH TYTLER: We have already been sanctioned in the Seventh Five Year Plan the third module for Indira Gandhi International Airport. The money is there. So we will not be requiring money from outside and we are already working on the plan for the third module.

SHRI KAPIL VERMA: Sir, the opening of the new Indira Gandhi International Airport was delayed because a part of it was not constructed in time. This was discovered at the last moment and the inauguration was postponed. I want to know the details of that and also I want to know the action taken against those who were responsible for this lapse and what steps are being taken to prevent it in future.

SHRI JAGDISH TYTLER: I had taken action against all officers responsible. I had dismissed the Chairman and the Member (Engineering). An enquiry was held by the Joint Secretary. Five cases were registered by the CBI. Saving was effected and all the rectifications of defects were done at the cost of the contractor. I have withheld payments of some of the contractors whose work I found was inferior and defective.

PROF. C. LAKSHMANNA: In the statement the Minister has stated that the existing capaciy of the Indira Gandhi International Airport is adequate to take care of the traffic requirements upto 1990-91. I would like to ask the Minister whether he has taken the traffic requirements and the traffic growth as projected by the Indian Airlines at 11%, or as it has been artificially projected by the Ministry at 8%. I would like to know specifically from the Minister which of the two requirements he has taken into consideration. If he has taken only the artificial 8%, is it not going to prove inadequate and create lots of problems?

SHRI JAGDISH TYTLER: The Planning Commission has asked us to work on 8%. The actual growth is more than 11% in the country. But we cannot work beyond what the the Planning Commission says.

PROF. C. LAKSHMANNA: Which requirement has been taken into consideration—whether 8% which is artificial or 11% which is real?

MR. CHAIRMAN: You did not get the answer of the Minister. The Minister said that the Planning Commission have said, "you should work on 8%"; therefore they have to work on it.

SHRI JASWANT SINGH: Sir, we talked about modernisation and we are now on expansion. I would like to know from the hon. Minister if, as a part of this expansion, there is

any scheme to eliminate one difficulty that particularly Palam Airport faces: come any winter, at the slightest deterioration in weather, not only are the arrival and departure halls all choked beyond capacity but the aircraft are grounded and the entire schedule all over the country is thrown out of gear for two-three days. We may modernise, we may expand the airstrips but unless thought is given to this aspect I don't think it will be a modern airport.

SHRI JAGDISH TYTLER: I would like to inform the hon. Member that this is our priority and we are working on it. We are in the very final stage of converting Bombay and Delhi into Category-3 airport and once that happens, I think this problem of the weather will be sorted out. We are in an advanced stage and may be in another month and a half we will be able to finalise this project.

Dangerous effects of pain-killer drugs

*105. SHRI M. KADHARSHA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether according to the IMA certain pain-killer drugs commonly available at chemist shops without doctor's prescription are found to be extremely dangerous;

(b) whether capsules with Dextropropoxyphene base act as poison in combination with alcohol and tranquillisers and other drugs;

(c) whether Government have conducted and study in this regard, if so, the details thereof; and

(d) what steps are contemplated in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) The Indian Medical Association has given a statement to this effect.

(b) Reports of adverse additive interaction with Dextropropoxyphene have appeared in the western press when the drug is taken along with alcohol and drugs like tranquillizers and hypnotics|sedatives.

(c) No study is necessary because the adverse interactions of Dextropropoxyphene with Central Nervous System depressants is well established.

(d) The Drugs Controller (India) has already directed through the State Licensing Authorities, the manufacturers of Dextropropoxyphene formulations to insert 'warning note' and 'precautionary statement' against the possible dangers of indiscriminate use of the drug in the promotional literature and package insert of these formulations.

SHRI M. KADHARSHA: Sir, this Dextropropoxyphene is a killer basic drug, and the honourable Minister herself has admitted...

SHRI P. V. NARASIMHA RAO: It is a pain killer, Sir, not a human killer... (*Interruptions*)...

SHRI M. KADHARSHA: It is not only a pain killer but also a man killer. That I can prove. The Minister concerned has admitted that many international organizations and the Indian Medical Association have come forward that this medicine is extremely dangerous. Has the Government any monitoring system to assess the dangerous side-effects of this drug and, if so, can the Government tell us how many people have died because of the side-effects? This drug has originated from the United Kingdom but the United Kingdom itself has banned this drug. So, why has not the Government banned this drug in India and why are the multinationals allowed to make this medicine and mint money in crores at the cost of the common people's lives?